

BROWNS VICTORIOUS

The Jubilee Baseballists Go Down to Defeat.

THE SCORE STOOD SEVENTEEN TO SIXTEEN AT THE CLOSE.

Neither Side Played With Their Accustomed Vigor and Acumen—The Jubilees Made Errors Which Told Badly Against Them.

A large and be-painted shaver, which two small boys carried to one of the fielders at Beck's yesterday, as an indication that as a baseball player he was a hoodoo, was significant of the kind of ball tossing the ducky nine from the fort and Jubilee indulged in yesterday. The victim of the small boy's facetiousness was McGinnis, and if any one man was responsible for the overthrow of the Jubilees by the Browns on the south-chawing score of 16 to 17, McGinnis was that man.

Unfortunately all the evils did not rest on the shoulders of McGinnis, and the Jubilees by the glaring blotch of errors they accumulated, altogether merited the hapless and hopeless drubbing they received from the soldier nine.

Both teams played slow and lym-phatic baseball, and the victory gained by the Browns by no means entitles them to wear the flaming colors of triumph or the purple and fine lines of the star baseballists. Had they played in such desultory form in their recent contest with the Browns, the tattered slacks which witnessed the game there would not have been left of them.

Both teams played slow and lym-phatic baseball, and the victory gained by the Browns by no means entitles them to wear the flaming colors of triumph or the purple and fine lines of the star baseballists. Had they played in such desultory form in their recent contest with the Browns, the tattered slacks which witnessed the game there would not have been left of them.

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A double play was the undoing of the Jubilees in this inning. Kidder had gone out on an infield fly and Barker was hogging the first base. When McGinnis made a sacrifice hit to Hughes, who collaborated with Reid on Second and Loving on first and the Jubilees faded away from the places where the bats are wont to score.

The Jubilees in an effort to change their luck put McFarland in the box and Barker went to third. Armstrong went through a contortion specialty when the first ball left McFarland's hand and mingled his crip-curls with the alkali dust. He said he was hit, but everyone looked incredulous ex-

cept the umpire, who was earnestly scrutinizing the fact of earnest in and out. When Armstrong was given a base, the Browns went out, after scoring three runs.

The game struggled on, with many hits and many runs on both sides. Matthews caught a rich and snoring fly from the bat of Hughes, which occasioned a hot and rabid discussion between the Browns and the willow for the critical which should decide the fate of the Jubilees. A wild pitch by Richards and there was a man on second and third. Knickerbocker found the next ball and it went soaring far out into right field, where Wheeler was keeping guard. His long ninety fingers closed over the ball and the game was over.

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THE GREAT BLACKWELL TUNNEL.

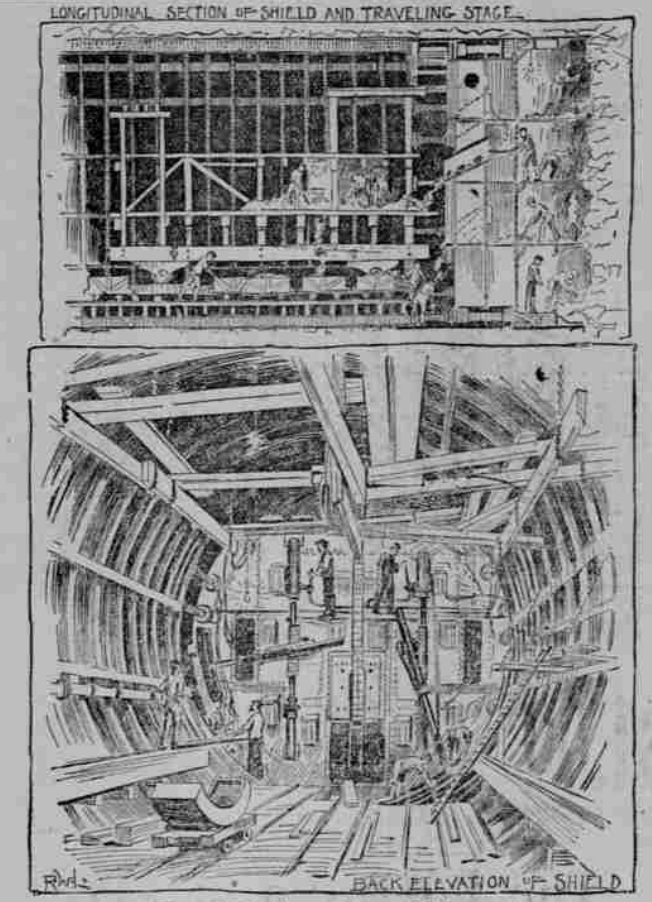
A Splendid Engineering Triumph That Crowns the Sixtieth Anniversary of Victoria's Reign.

London, June 14, 1927.—Various attempts, some successful and some not, have been made to connect by tunnels under the river Thames the great and growing populations of the largest city in the world. All of them, however, even the tunnels for the underground railroads—those built and now building—and the same may be said of those in the United States and other countries, are smaller than the Blackwell, the one just opened. Therefore, it will be of interest to describe it, for it has many interesting features. It is a record of successful contest, under the ground and under the water, with the great forces of nature, which always resist any attempt of man to turn them aside from their usual course.

While there are several bridges and tunnels above and in the vicinity of London bridge, the demand for a crossing of the river below that point was so great that the Tower bridge, a great structure with two leaves opening up to let the ships through, was opened in recent years at a cost of £2,000,000 to accommodate the street traffic and to relieve London bridge. But so rapid was the increase of the traffic that no sensible diminution has been noticed

to be only about one foot descent or ascent in 35 feet. The length of the open approach, the part that was built by "cut and cover" plan, where the work was done by digging a trench and then lining it and covering it over again, the distance of tunneling, the level stretch under the river, the depths of the shafts and the various kinds of material, are all stated on the profile and section and need only be referred to by the reader as the description now proceeds into the features which comprise those peculiar and quite unusual difficulties so successfully and safely surmounted.

PECULIAR DIFFICULTIES. First, the difficulties. The ground through which most of the work was done was loose, porous and saturated under the pressure of the great weight of water above, which at times of high tide was 45 feet deep. The materials were sand, clay, gravel, mud, vegetable matter, dead and what not. Then in places the regular stuff London clay with occasionally beds of open seams filled with water, which turned many of the finer and softer materials into veritable quicksands. The top of



over London bridge, so that, at some point about six miles below this bridge, it became absolutely necessary for the accommodation of about 1,500,000 people of the population of New York and greater than that of Chicago, who live east of the river, to build either a bridge or a tunnel. The former was hardly practicable in the middle of all the docks and that immense shipping which makes London the greatest port in the world. It was decided, therefore, to build by the excavation of another £3,000,000 a great under-river tunnel to provide for this traffic. Near the location of this tunnel, at Greenwich and Woolwich, there had been already a tunnel, a free ferry, to accommodate the isolated parts of London north of the Thames. This was inadequate as it had to carry passengers each year and about 300,000 vehicles. It serves certain districts quite well, but certain other districts cannot conveniently use it. So the Blackwell tunnel was built.

LIGHT, AIRY AND COMFORTABLE. This great hole, burrowed under the river, which is nearly a quarter of a mile wide, and through all sorts of troublesome materials, is not a dark and forbidding place, but pleasant to ride or walk in and light enough to read the London Times anywhere in it. In fact, this was one of the requirements of the contract; and it is also in every way wholesome and sweet. It is safe to say that such an underground roadway is a new thing in the world. It is a large, light, airy, and comfortable roadway of Belgian blocks, the level spaces of the tunnel proper smoothly paved with asphaltum, and wide sidewalks for foot passengers on either side. This is the tunnel which the beautiful provision of a great city and the skill of its engineers and contractors have given to this part of London.

Now let us see how this Blackwell tunnel was built, state some of the difficulties and the methods of overcoming them, and evolve it, as it were, from mud and water and other treacherous materials of that great alluvial valley, into a beautiful, light and comfortable passageway for human beings. With two or three profiles, sections, pictures, and brief descriptions, the work may be clearly understood by anyone. The profile or longitudinal section shows the work completed exactly as it would look if we could, with a huge cleaver cut it straight open from end to end, just as a piece of timber looks cut through in the middle lengthwise. The cross section shows it as it would look if we cut it square across from the surface of the water to the bottom of the tunnel and took the mud and water away from one end and thus brought to the eye all the strata of material and the end of the cut off tunnel with the water above it and the boats and ships moving in the sawmill.

Greathead, who recently died—a loss to the whole world. SHIELD THAT DUG THE WAY. The great Blackwell shield was 27 feet 6 inches in diameter and is 9 feet 6 inches in length. It was built in the rear part of it there were 24 hydraulic rams, each 10 inches in diameter, whose duty it was to push the face of the shield forward into the excavated material lying in front. These rams rested for their pushing support on the already built up rings of the tunnel, and the face of the shield was pushed forward by the pressure of water, when it was in use, of over 5,000 tons. They were worked by water pressure from two hydraulic engines of 20-horse power. In the front of the shield doors were arranged through which the workmen could pick and shovel into the material, or which could be closed against soft, running stuff, and little doors in these were then opened, by which the sand or mud or gravel, little by little, could be taken out, and by means of chutes in the center of the shield run into little cars on the tracks below.

There were also provided in the shield "excavators," worked by hydraulic pressure, which were capable of cutting like a human arm, of picking up a weight and putting it in place, just as the bricklayer picks up a brick and puts it in place. But this excavator arm picked up a ton weight, a whole segment of the circular ring, and put it up in its proper place, above, side or below, and held it and pressed it into the door in front, which bolted it securely, and then it picked up another and did the same. The details of all this shield work are shown in the two sketches above. But the shield was not the only thing that did its duty from day to day and from night to night.

HOW THE WATER WAS KEPT OUT. All so far seems easy and simple, but now comes to our mind the conditions that make success well impossible. For the water, which the water which filled the soil was kept out of the way so that the men could work dry and the river so wide and deep. We know that water presses equally in all directions and that a volume of water one-eighth of an inch wide of depth would exert as much pressure as a body of water one foot wide. That is what is called the "hydrostatic paradox," simply because it does not seem reasonable. We know also that water is well-splendid. If we turn a tumbler bottom side up and put it into a tub of water and push it down there under the surface, we notice that there is still air in the tumbler. If now we put the tumbler down to the bottom of the tub we see that the air is still there, but occupying less space than before. The knowledge of this fact led to the use of the Blackwell shield, a great iron box, say 5 feet wide, 15 feet long and 18 feet deep, turned bottom up like the tumbler, with thick circular walls, and set into the top, and lowered down into the bottom of a river or sea so that men could stand in the top of it inside and work. Then it was discovered that air, compressed by means of pumps, could be forced into the top of this bell and the water driven out to the very bottom of it, so that men could stand dry shod on the bottom of the river, and work there. This principle was applied to the Blackwell tunnel. A wall or bulkhead of brick, 12 feet thick was built across the tunnel, then air compressors, driven by engines of about 1,000-horse power, forced the air down through pipes into the working section of the tunnel, which lay between this wall and the shield at the other end, and the men worked there in the dry. The total air pressure thus formed against the bulkhead was 4,000 tons. The plan, that is the pumps of various kinds, air and water were placed above ground near a shaft already described, and the air and water under pressure was led by pipes down the shaft and through the bulkhead to the chamber in the working chamber, where the power of various kinds were needed.

WORKMEN SUBJECTED TO AIR PRESSURE. The pressure of water is in proportion to its depth, and is about 2-1/2 of a pound to every foot of depth. Eighty feet of depth would mean a pressure of 200 pounds more than the ordinary pressure under which we usually live at sea level, which is 15 pounds. In other words, the men had to work in an air pressure more than twice that of the air above. By going slowly from the outer air into the condensed air one can live and work; and what was called the "cotton" was used to the brick wall. The men stepped into it and shut the outer door. A valve let the compressed air slowly into the lock from the inner working chamber. This lock is a small chamber, 15 feet long and six feet in diameter. The air, rushing in, sounds just like that escaping from the cylinder of an air-brake on a railroad passenger car. When the pressure in the lock is the same as that in the working chamber of the tunnel the inner door is opened and the men go out of the lock into the chamber. Now, this extraordinary pressure that overbalances the water pressure, and drives the water out, also endangers by every possible means to escape from its confinement, and such was the loose nature of the porous material in the bed of the river that there was a constant escape of the air through the above. It required the dumping of a great clay blanket several feet thick over the whole of this part of the river bed, and even then the air in the tunnel blew out at one time 25 feet high over an area of 50 feet in diameter, so that the boatmen above, thought a great torpedoes had exploded.

Another serious condition had to be met. We have stated the facts about the water pressure, that it increases 2-1/2 of a pound with every foot of increased depth. The tunnel was over 27 feet in diameter. This would give about 12 pounds per square inch greater pressure at the bottom than at the top of the tunnel. Now, if sufficient air pressure were used to drive the water back out of the bottom, it would be stronger than was necessary at the top to keep the water out. It would be 12 pounds per square inch, and there would, of course, be an increased tendency to blow the river bed up into the water. It was decided, therefore, not to attempt to keep the water out of the bottom, but to take care of some of it by pumping. That which came in was blown by air pressure backward through the bulkhead, and carried to the shaft, where it was forced by ordinary pumps, pumping to the top and discharging into the river. On May 22 the Prince of Wales, representing Queen Victoria, formally opened this splendid tunnel, and, after thanking all concerned for the successful accomplishment of the great work, and with so little hindrance to the engaged upon it, in a loud voice said: "In the name of the queen, I declare this tunnel open to the public forever." As the words "this tunnel" fell from his lips, the first gun of a salute of 21 broke the silence and reverberated along the shores of the Thames, carrying the glad news to not only the thousands who attended the ceremony, but to more than a million people who would be directly benefited in their daily work by this achievement of engineering, another triumph over natural forces, turning them beneficently to the use and convenience of man. E. L. CORTELLI.

PROF. DEVOLSON WOOD.

New York, June 27.—Devolson Wood, professor of mechanical engineering and technology at Stevens Institute, Hoboken, N. J., died in that city last night, aged 65 years. He was connected with Stevens Institute for 25 years. He was an authority on mechanical engineering and the author of a number of books on that science. Paralysis of the heart caused death. His body will be taken to Ann Arbor, Mich., for interment.

Emil D. Nustadt. New York, June 27.—Emil D. Nustadt, senior member of the firm of Nustadt & Co., formerly one of the most important floor commission houses on the New York exchange, died suddenly last night, aged 29 years. The firm, which handled flour from Milwaukee and Superior, Wis., failed last April.

Walton H. Lamsit. Boston, June 27.—Walton H. Lamsit, one of the most promising cattle raisers in the country, died at his residence in Dorchester last night, aged 42. He had pursued his studies in Venice, France, Holland, Belgium and Germany.

Pettigrew Is Much Better. Washington, June 27.—Senator Pettigrew has recovered rapidly from his illness of Saturday. He had so far recovered that he was able to go to the Senate today, and he is expected to remain in the Senate for some time.

All Quiet at Key West. Key West, June 27.—Everything is quiet here. A squad of United States soldiers were sent from the garrison to guard the Key West reservation at the request of the contractors today, as there is a quantity of dynamite for blasting purposes and other ammunition stored there.

Jameson Off For Bulawayo. London, June 27.—Dr. Jameson sailed yesterday for Cape Town en route for Bulawayo.

Talked for the Last Time. London, June 27.—Molotov Dunlop delivered his farewell lecture today before the Patrons of Education society, there being "John Cabot." He will sail for the United States on Thursday for the Mohawk.

A Frigid Reception. Madrid, June 27.—Senor Sagasta's manifesto defining the policy of the Liberal party with regard to Cuba has been coldly received.

Winner of the German Derby. Hamburg, June 27.—The German derby, valued at 100,000 marks, was won today by Count von Hockel's Flanker.

A Bloody Battle. Pleasant Valley, Tex., June 27.—Augustus A. Garrison and Frank Jones were killed and Tom Jones mortally wounded in a bloody battle, which took place in the Pleasant Valley, Texas, today. Garrison killed Frank Jones and was then shot by Tom, a brother of Frank. Before dying he mortally wounded Tom Jones. The body had been wronged by Frank Jones, who had been wronged by Frank Jones. Garrison determined to avenge the wrong.

Steamer Sinks. Huntington, W. Va., June 27.—The steamer W. F. Nisbit, owned by the Cincinnati-Pomeroy Packet company, bound for Pomeroy, sank one mile below Central City at 4 o'clock this afternoon. The boat is on the bay in the water. The cause of the sinking is not known. The cargo is damaged. Passengers are all safe.

ROBBERS' ROOST GANG.

(Continued from Page 1.) Sheriff Preece, who came in with John Henry, the Fort Bridger suspect, says the gang should be broken up, and could be if the state would take the matter in hand. He avers that he could get a great many good men in his section of the country who could go after them, but he has no authority to deputize these and arrange for their being paid. "And men do not care to be shot just for the glory of the thing," said the sheriff. In the event of a concerted movement on the part of the several counties interested he believes that the gang could be broken up and disbanded. The general impression is that the men should be killed if they resist, as that would be the best method of settling with them. As a matter of fact, if a man took any chances with any of the gang he would be liable to be killed himself, and shooting would be about the only thing he could do.

GOVERNOR WELLS TALKS. Some time ago there was a great deal said about the governor calling out the state troops and surrounding the place where the men are in hiding. The governor said he could do that in the event all the county authorities down there joined in saying there was a condition which demanded this action, that there was a riot going on, and all that sort of thing, but otherwise he could not. The men would not be sent there in company formation, either, as that would be impossible. They would be mounted, well armed and equipped and divided into small squads and thus arranged they might do something.

Although the men are alluded to as the counter jumping fraternity, by the scores made in target shooting, they would be able to make it exceedingly warm for the robbers, and they got where they were and the few tricks learned of firing lying down, and all that would be of good service. The game ride would be a splendid thing to attack the gang with, too, and there would be music in the air the chase was ended. Of course all this would cost the state a great deal of money, but perhaps such an expenditure is justified by the condition of affairs in that section of the country.

Newspaper Reporter Drowned. Rochester, N. Y., June 27.—Harry W. Clancy, a newspaper reporter, was drowned in Tonawanda Bay today. Clancy and three companions were rowing in the bay, when one of the party fell overboard. None of the party were rescued by persons from the shore.

Do You Intend Buying Shoes This Week?

WE RECEIVED SEVERAL SHIPMENTS OF SHOES FOR OUR NEW STORE AND DID NOT INTEND OPENING THEM UNTIL WE MOVED IN OUR NEW STORE, BUT THE DEMAND IS GREAT, FOR OUR PRICES ARE BIG INDUCEMENTS AND OUR STOCK IS GETTING LOW, SO WE OPENED THEM UP AND INCLUDE THE ENTIRE LOT IN OUR BIG REMOVAL SALE. HERE IS WHAT THEY ARE:

Gent's Dress Shoes, new coin toe, was to be \$2.25, now ..... \$1.45  
Gent's Box Calf Shoes, elegant, stylish, was to be \$3.50, now 2.35  
Gent's Hand-sewed Calf Shoes, was to be \$3.50 (Congress and Lace), now ..... 2.35  
An extra good Work Shoe, double sole and tap, something for good wear, was to be \$2.50 now ..... 1.85  
The Best Patent Leather Shoes, Chocolate, Coffee, Tan and Black Shades, strictly hand made, well worth \$6.00, now 4.35  
Our elegant line of \$5.00 New Toes, Shades, etc., Removal Price ..... 3.95  
Our Stock of Gent's Shoes is complete. It will pay you to investigate before purchasing elsewhere.  
THE ABOVE QUOTATIONS ARE ON DESIRABLE, CLEAN, UP-TO-DATE SHOES, JUST RECEIVED.

Ladies' High-grade Shoes, made by "Foster," the \$4.00 kind, now \$3.35, the \$5.00 kind now ..... 4.15  
A complete stock, all Colors and sizes of the best \$3.00 Shoes now, per pair ..... 2.35  
Ladies' Vici Kid Shoes, was to be \$3.00, now ..... 1.95  
300 Pairs Kid Shoes, durable and flexible, also stylish, was to be \$2, now ..... 1.45  
CHILDREN'S SHOES.  
The Famous Maudell Shoes made to order.  
The \$1.50 grade, \$1.15. The \$1.25 grade, 95c. The \$1.00 grade, 70c.  
For Boys This Week:  
Lace Calf Shoes, 12 to 2, \$1.05  
Lace Calf Shoes, 2 1/2 to 5 1/2, 1.25

Don't Forget, WE MOVE about August 15 to 224 Main Street, formerly Cohn Dry Goods Co. Store.

The Only Big, Reliable . . . . .

SHOE SALE

Is Now On at

SHOE CO.,

The Utah Shoeists.

HURRAH FOR THE FOURTH!

SHERRIFF PREECE'S TALK.

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Everything in the way of Fireworks can be found here. We have bought heavier than usual this year, and intend to sell cheaper than ever before. Our Firecrackers are warranted to crack every time—no fizzes here. Come in and let us help make your little ones happy.

ANYTHING IN SPORTING GOODS YOU WANT.

WE HAVE ALL KINDS.

BROWNING BROS., 155 Main Street.